

CLAIM SUMMARY DOCUMENT

The following listing of claims will replace all prior versions and listings of claims.

1. (Currently Amended) A door lock system for a vehicle comprising:
a latch mechanism adapted to a vehicle door and latching the vehicle door to a vehicle body;
an open link engagable and disengagable with the latch mechanism;
a swing lever connected to the open link;
a rotatably mounted inside lever positioned parallel to the open link and rotatable into engagement contact with the open link to move the open link in a non-rotating manner and rotatable out of engagement contact with the open link;
an electric driving source having a gear member; and
a rotary gear member arranged between the swing lever and the electric driving source to be meshed with the gear member of the electric driving source, the rotary gear member being directly and engagably connected to the swing lever.
2. (Original) A door lock system for a vehicle according to claim 1, wherein the open link is arranged in a same plane as the swing lever.
3. (Original) A door lock system for a vehicle according to claim 1, further comprising:
a housing accommodating the open link, the swing lever, the electric driving source and the rotary gear member so that the swing lever and the rotary gear member are rotatably supported in the housing.

4. (Previously Presented) A door lock system for a vehicle according to claim 1, further comprising:

an opening lever perpendicularly arranged relative to the open link.

5. (Original) A door lock system for a vehicle according to claim 1, further comprising:

a concave portion formed in the swing lever; and

a pin formed in the rotary gear member and extending into the concave portion so that the pin engages the concave portion by the rotation of the rotary gear member.

Claims 6-16. (Canceled)

17. (Previously Presented) A door lock system for a vehicle according to Claim 3, wherein the housing comprises a plurality of concave portions, the swing lever including a projecting portion selectively engageable with the concave portions.

18. (Currently Amended) A door lock system for a vehicle comprising:
a rotatable latch including a latch groove for receiving a striker of a vehicle body;

a rotatable pawl adapted to contact the latch to prevent rotation of the latch, including a unitarily rotatable element that rotates unitarily with the pawl;

an open link adapted to contact the unitarily rotatable element to rotate the unitarily rotatable element and the pawl so that the pawl is moved out of contact with the latch;

a swing lever connected to the open link;

a rotatably mounted inside lever adapted to be operated through operation of a door handle so that the inside lever rotates into engagement contact with the open link upon operation of the door handle to move the open link in a non-rotating manner and rotates out of engagement contact with the open link upon release of the door handle;

an electric driving source having a gear member; and

a rotary gear member arranged between the swing lever and the electric driving source and in meshing engagement with the gear member of the electric driving source, the rotary gear member being directly connected to the swing lever.

19. (Previously Presented) A door lock system for a vehicle according to Claim 18, wherein the unitarily rotatable element includes a lifting lever mounted on a shaft that is integrally formed with a main body of the pawl.

20. (Previously Presented) A door lock system for a vehicle according to Claim 19, wherein the lifting lever includes an engaging portion contacted by an engaging portion of the open link.

21. (Currently Amended) A door lock system for a vehicle comprising:

a rotatable latch including a latch groove for receiving a striker of a vehicle body;

a rotatable pawl adapted to contact the latch to prevent rotation of the latch, including a unitarily rotatable element that rotates unitarily with the pawl;

an open link adapted to contact the unitarily rotatable element to rotate the unitarily rotatable element and the pawl so that the pawl is moved out of contact with the latch, the open link being shiftable between an unlocked position and a locked position;

a swing lever connected to the open link;

a rotatably mounted inside lever adapted to be operatively connected to a door handle to rotate in response to operation of the door handle, the inside lever having a part engageable with an engaging portion of the open link when the open link is in the unlocked position so that rotation of the inside lever resulting from operation of the door handle causes the open link to move in a non-rotating manner into contact with the unitarily rotatable element;

an electric driving source having a gear member; and

a rotary gear member arranged between the swing lever and the electric driving source and in meshing engagement with the gear member of the electric driving source to rotate in response to operation of the electric driving source, the rotary gear member being directly connected to the swing lever, with rotation operation of the rotary gear member resulting from operation of the electric driving source moving the swing lever to shift the open link ~~between~~ from the unlocked

position and to the locked positions position without causing rotation of the unitarily rotatable element.

22. (Previously Presented) A door lock system for a vehicle according to claim 1, wherein the open link is shiftable between an unlocked position and a locked position, the open link being engageable and disengageable with the latch mechanism when the open link is in the unlocked position, the open link being unable to engage the latch mechanism when the open link is in the locked position.

23. (Previously Presented) A door lock system for a vehicle according to claim 18, wherein the open link is shiftable between an unlocked position and a locked position, the open link being adapted to contact the unitarily rotatable element to rotate the unitarily rotatable element and the pawl so that the pawl is moved out of contact with the latch when the open link is in the unlocked position, the open link being unable to contact the unitarily rotatable element when the open link is in the locked position.

24. (Previously Presented) A door lock system for a vehicle according to claim 21, wherein the open link is shiftable between an unlocked position and a locked position, the open link being adapted to contact the unitarily rotatable element to rotate the unitarily rotatable element and the pawl so that the pawl is moved out of contact with the latch when the open link is in the unlocked position, the open link being unable to contact the unitarily rotatable element when the open link is in the locked position.

25. (Previously Presented) A door lock system for a vehicle according to claim 1, wherein the swing lever is provided with one of a pin and a groove, and the open link is provided with the other of the pin and the groove, said pin being positioned in the groove.

26. (Previously Presented) A door lock system for a vehicle according to claim 18, wherein the swing lever is provided with one of a pin and a groove, and the open link is provided with the other of the pin and the groove, said pin being positioned in the groove.

27. (Previously Presented) A door lock system for a vehicle according to claim 21, wherein the swing lever is provided with one of a pin and a groove, and the open link is provided with the other of the pin and the groove, said pin being positioned in the groove.

28. (Previously Presented) A door lock system for a vehicle according to claim 18, wherein the swing lever is provided with one of a pin and a concave portion, and the rotary gear member is provided with the other of the pin and the concave portion, the pin engaging the concave portion so that rotation of the rotary gear member results in rotation of the swing lever.

29. (Previously Presented) A door lock system for a vehicle according to claim 21, wherein the swing lever is provided with one of a pin and a concave

portion, and the rotary gear member is provided with the other of the pin and the concave portion, the pin engaging the concave portion so that rotation of the rotary gear member results in rotation of the swing lever.

30. (Previously Presented) A door lock system for a vehicle according to claim 18, wherein the rotary gear member is an element separate from the swing lever.

31. (Previously Presented) A door lock system for a vehicle according to claim 21, wherein the rotary gear member is an element separate from the swing lever.